

**TECHNICAL ADVISORY COMMITTEE (TAC)  
FOR THE  
CONGESTION MANAGEMENT PROGRAM (CMP)**

**April 17, 2003  
MINUTES**

The one hundred and thirty-ninth meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Co-Chair Neil Cullen called the meeting to order at 1:18 p.m.

Members attending the meeting were: George Bagdon, April Chan, Dennis Chuck, Ray Davis, Craig Ewing, Howard Goode, Corinne Goodrich, Geoff Kline, John Lisenko, Jon Lynch, Rick Mao, Parviz Mokhtari, Meg Monroe, Ruben Niño, Larry Patterson, Neil Cullen, Meg Monroe, Ruben Niño, Craig Ewing, Van Ocampo, Mo Sharma, and Larry Patterson.

Others attending the meeting were: Joe Hurley (Transportation Authority), Christine Maley-Grubl (Alliance), Brian Lee (San Mateo County Public Works), Onnolee Trapp (CMAQ), Kenneth Folan (MTC), Jim Bigelow (CMAQ), Pat Dixon (Transportation Authority Citizens Advisory Committee), Richard Cook (SamTrans), Michael Tanner (BART), Randy Durrenberger (Kimley-Horn & Assoc.), Richard Napier (C/CAG Executive Director), and Walter Martone (C/CAG).

Absent from the meeting were: Merrill Buck, Neil Cullen, Kent Dewell, Mark Duino, Gene Gonzolo, Van Ocampo, Marc Roddin, and Mo Sharma.

**1. Public comment on items not on the agenda.**

Jim Bigelow commented on the design for the Route 101 Auxiliary Lane project from Hillsdale Road to Ralston Avenue. Joe Hurley from the Transportation Authority volunteered to work with Mr. Bigelow on his concerns.

**2. Issues from the last C/CAG and CMAQ meetings.**

- There was no CMAQ meeting in March.
- The C/CAG meeting in April was the annual retreat.

**3. Minutes from March 20, 2002 meeting.**

*Motion: To approve the minutes as presented. Unanimous.*

**3.a. Process for developing projects to include in the reauthorization of Measure A.**

Howard Goode, Joe Hurley, and Geoff Kline provided the report.

- It is important that the call for projects results in the identification of potential improvements that will provide the greatest return on investment.

- The proposals should include the following:
  - The purpose of the project must be for congestion relief. No repaving or overlays.
  - The project must be on either arterials (up to ½ mile from the State Highway interchange) or on the State Highway.
  - The project could be to improve arterials that will result in an improvement in congestion on the State Highway.
  - There are no dollar restrictions.
  - There will be an application form.
- The transit component of the Measure A program is still under development.
- The local jurisdictions will be asked how much paving work has been done in the past through Measure A and how much needs to be done in the future.
- TAC members requested more information on the criteria that will be used to determine the local share of the Measure A funds. It was requested that this be discussed at the next TAC meeting.
- Under the first Measure A program all of the cities were requested to submit projects for consideration. Caltrans then did cost estimates for the highway projects. The cities did the estimates for the grade separations. The total potential funding for the life of the Measure A program was projected. After subtracting all of the regional projects, there were 20% of the funds remaining for the local share.
- Jurisdictions should not assume that Caltrans will submit all of the State Highway projects. If a jurisdiction wants an improvement done on a State Highway within its jurisdiction, it should submit the project for consideration.
- The Transportation Authority will be having a number of polls done of the voters to determine what will make a new Measure A program more likely to gain voter approval.
- It was noted that local projects like pothole repairing and street repaving may actually be more appealing to local voters than regional projects.
- The applications will be available by the beginning of May. Time extension will be considered as needed. There is no limit on the number of applications that any jurisdiction may submit.

**4. Recommendations for the implementation of the 2<sup>nd</sup> cycle of the “Local Transportation Services” component of the San Mateo County Congestion Relief Plan.**

Walter Martone reported that this revised proposal format has been developed in response to the recommendations from the TAC from the first cycle of the program. It is intended to be more specific, quantifiable, and utilizes actual data. It has also been designed to be consistent with the definitions used for the SamTrans bus system so that this program could be more closely tied to and aligned with the overall bus transportation system operated by SamTrans. One change to the proposal was suggested by staff – “passengers per hour” should be changed to “revenue vehicle hours.”

Additional suggestions made included:

- Consider possible reductions in funding requests.
- Have C/CAG do the calculations for pollutants removed.

- Provide some incentive for multi-jurisdictional projects.
- Consider setting a basic threshold that projects must meet in order to be considered.
- Consider setting a predetermined amount of funding available for renewal versus new projects. After discussion it was decided to leave this open until the actual project applications were submitted and reviewed.

*Without objection it was agreed to move forward with the proposal as presented.*

## **5. Recommendations for a scope of work for the Intelligent Transportation System study.**

Walter Martone reported that this item was considered at a previous TAC meeting. It was decided at that time to create a subcommittee to rewrite the proposal to make it more readable and less confusing. The subcommittee that worked on the rewrite included Larry Patterson, Ray Davis, Joe Hurley Transportation Authority, Jeff Georgevich (MTC), with staff support provided by Walter Martone. The document included in the TAC packet includes all of the edits recommended by the subcommittee.

It was suggested that the “PMP” acronym be removed.

*Without objection it was agreed to move forward with the proposal as presented.*

## **6. C/CAG transportation budget for fiscal year 2003-04.**

Richard Napier provided the following report:

- The member assessments included in this budget are unchanged from the estimates that were provided to the member agencies earlier in the year. The assessments under the Congestion Relief Plan will remain the same for four years.
- The budget reflects reduced interest from funds held in interest earning accounts.
- The federal planning funds provided to C/CAG by MTC are projected to be the same at \$240,000; however it is likely that there will be a supplemental allocation of up to \$150,000. This is not reflected in the budget.
- Support for the reauthorization of Measure A has been budgeted in the amount of \$75,000.
- The budget includes funding for the 2020 Peninsula Gateway study that is being cosponsored with the San Mateo County Transportation Authority and the Santa Clara Valley Transportation Authority.
- The Bus Route Rehab Program will be ending soon.
- This was the first year of the Congestion Relief Plan and many of its programs are still getting started. Therefore the budget will show a large fund balance until all of the programs are up and running.
- The C/CAG sponsored bill (AB 1546) could provide additional revenues to support congestion management and NPDES programs, thereby reducing the cost to the C/CAG member agencies. If this bill is approved, the budget will be revised.
- It was noted by the TAC that the budget expenditures and revenues appear to be increasing. Analysis should be done to determine if C/CAG is making long-term

commitments that may not have future revenues to support them.

*Without objection it was agreed to move forward with the proposal as presented.*

**7. Items of interest/new business.**

Howard Goode reported:

- He wanted to thank all of the subcommittees for their hard work.
- SB 916, the bill to increase the tolls on Bay Area bridges, will include \$300 million to support the Dumbarton Rail extension and will also offset some of the CalTrain costs. This bill will require a majority approval of the voters.
- On June 22<sup>nd</sup> BART will begin its new service to San Francisco Airport and Millbrae.

Craig Ewing reported that there was an excellent presentation on the Measure A program given by Howard Goode at the Progress Seminar in Monterey.

Walter Martone reported that there will be a demonstration on the Segway (motorized scooter) at the next BPAC meeting.

The meeting was adjourned at 2:50 p.m.

NOTE: COPIES OF HANDOUTS FROM MEETINGS ARE AVAILABLE UPON REQUEST BY CONTACTING WALTER MARTONE AT 599-1465.